

## **Compilation of Delegate and Pilot feedback from 3rd WPSC2018 in Egypt and questions relating to 4th WPSC2019 bid in Egypt**

The Paramotor Subcommittee thank Egypt for their bid to host the 2019 World Paramotor Slalom Championships following an event held in 2018.

In order to assist the plenary with making a final decision, delegates at the Paramotor Subcommittee meeting have provided some feedback from their pilots attended the championship, and certain reservations to which we respectfully request that the organisation team can provide some response in order to guarantee smooth run of the 4th WPSC2019 in Egypt

### **Specific organisation issues from 2018:**

1. There were a number of other costs that pilots felt were overly expensive that we have reports of:
  - Fuel being sold to pilots at approximately twice the local prices;
  - SIM cards being sold to pilots at more expensive rates than were available locally or in the airport;
  - Tickets to visit the pyramids being charged at €110 when a standard ticket rate is €15;We have no verification of the accuracy of these assertions but please ensure that pilots feel that they are being given the best possible prices for such things, at no profit to the organisers of the championship;
2. The organisers reportedly responded badly to feedback from competitors during the competition. We appreciate that organisers are in a difficult position trying to keep many stakeholders happy during a championship, and suggest that the appointment of a good steward would help to manage this relationship between pilots and organisers during an event.
3. Pilots appreciated having the media and camera teams present at the event, but commented that it seemed as though the reporters only wanted to hear pilots talk about Egypt and the quality of the food – they would appreciate a greater focus on the flying and the pilot and competition stories.

### **Specific flying competition issues from 2018:**

4. Pilots said that the entry and finish timing gates to the course were placed too close to the first and last pylons. We request that the organisers will increase the distance and specifically define this distance and publish it in advance;
5. There was no wind sock easily visible from the slalom course, please ensure that there is one in 2019;
6. There was no water available for pilots at the take-off zone which was a 600m walk from the hotel. In a hot country like Egypt, please ensure that drinkable water is made freely and easily available to pilots waiting on the deck; Furthermore, some of the water bottles provided in the hotel were past their “sell-by” date; please ensure that this does not happen again;
7. There were no large format timing displays that could be seen either by pilots in the air, or by spectators from the beach. It be appreciated particularly by pilots if these could be arranged;

8. Some tasks were run over several hours with large time gaps between pilots (due to wind rising), which meant that some pilots flew the same task in completely different wind conditions. Please define a maximum time limit for a break in a task, beyond which that task will be cancelled.
9. Original bid promised 2 stadiums and there was only one. We respect that it is difficult to organise two stadiums but this information must be provided to pilots in advance in order to aid their decisions to attend;

### **General Questions for 2019:**

10. The Polish ministry of Foreign Affairs advise not to travel to Egypt unless necessary. The British Foreign Office however places Luxor in a 'green zone' in which it is recommended to check travel advice before visiting. In Fayoum pilots did not like being guarded by the army and not allowed to leave the hotel due to terrorism concerns. Please can you provide an updated explanation regarding the safety situation with specific relation to the new site in Luxor and how this will affect pilots
11. In 2018, the original bid advertised the entry fees as €400 including flights and accommodation, but this was later raised to €600 and no longer included flights to that price. The eventual total cost to a pilot to visit was approximately €1500 - €2000 – about 3 times more than expected. Can organisers please provide a much more detailed breakdown of the full cost to pilots to attend the event. Specifically, please provide details of the price of the accommodation – both at the main hotel, and with options for cheaper local accommodation as well. Is there a car rent available for foreigners, and what price if so?

### **Paramotor Subcommittee request to be introduced in Task Catalogue and Local Regulation for 2019:**

12. Remove the penalty for touching the water.  
Explanation: Noted that touching the water in 2017 was usually a result of pilot error and flying in wind – not as a result of pilots trying to gain advantage. There is a general feeling that penalties for touching the water are unnecessary and opens the gates for misinterpretation by juries when it penalizes pilots any way in their time if they touch. The important point is that 12 pilots landed in water with no serious injuries.
13. Change of line  
“A pilot does not do the 360 degree turn: his time +8 seconds”  
to:  
“A pilot does not do the 360 degree turn: maximum score + 4 points “error”
14. Remove the requirement for the wing tip to touch in the 360 turn.  
Consequently remove the last two lines of this section of the catalogue:  
“A pilot does the 360 degree turn without ever approaching the water: his time + 4 seconds”  
“A pilot fails to touch the water with his wingtip: his time + 2 seconds”.
15. Adopt the national scoring system to the POL proposal for S10 amendment this year, which relies the number of pilots included in National Scoring to the number of participants in each class:
  - 1-8 pilots in the class => 1 pilot from the class included in national scoring

- 9-16 pilots in the class => 2 pilots from the class included in national scoring
- 17+ pilots in the class => 3 pilots from the class included in national scoring

16. Adopt the way national teams are chosen by NACs to be represented in WPSC to:

- a) up to 2 PF1 female pilots counted separately
- b) up to 6 PF1 pilots
- c) up to 6 PL1 pilots
- d) but the sum of PF1 and PL1 pilots registered (b. & c.) shall not exceed 8 pilots in total

So for example:

- 6xPF1 + 2PL1 + 1xPF1f is OK,
- 4xPF1 + 4PL1 + 0xPF1f is OK
- 3xPF1 + 5PL1 + 2xPF1f is OK

but:

- 5xPF1 + 4PL1 + 0xPF1f is NOT OK

17. Review the rules concerning the penalties for final rounds, taking into considerations that when we add times for two tasks, the penalties should be reflected in seconds not points.

Despite the reservations, and considering an urge to have FAI Cat. 1 being held 2019 the Paramotor Subcommittee would support the bid, upon having the serious and satisfactory answers the points mentioned above.